

tried to keep his shadow off Nebraska's new coach. Devaney told Nebraskans they had a better football coach now. And through the years, he gave Osborne his total support, never failing to praise him, never getting in the way.

It was a tough job following in the footsteps of Devaney at Nebraska. But it would have been even tougher for Osborne if Devaney had not worked so hard to smooth the way. Tom Osborne is another of Bob Devaney's legacies.

We're proud of you, Coach Devaney. We salute you. You gave us more than football victories and national championships. You showed us how to dream and do.

What we give back to you today is our gratitude—and the promise that we will cherish you now in memory and legend.

JONNA LYNNE CULLEN

SPEECH OF

JOHN JOSEPH MOAKLEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Friday, May 16, 1997

Mr. MOAKLEY. Mr. Speaker, I want to thank my colleague from Michigan, Mr. UPTON, for taking this time to recognize a very special young woman, Jonna Lynne Cullen, for her service to the Rules Committee and to this House. Jonna Lynne—or "J.L." to her friends—was an outstanding staff member for the Rules Committee for many years. I got to know her when I came on the Rules Committee in 1975. She was already a seasoned staffer, working first for Chairman Colmer, then later for TRENT LOTT. She always had a great smile, a quick wit, and a ready comeback for anyone who cared to take her on. She had a real sense of what was going on, and served her party well with strategy and technical advice. She knew the rules of the House, how to make them work, how to make things happen. But she could also bridge the gap and work with those of us on the other side of the aisle. Her friendship had no political boundaries. For my part, J.L. is someone whose word you can trust and whose judgment is sound.

These past few years have been a challenge. But, as might be expected, she has lived in the face of grave illness with courage and an unflinching sense of humor. I want to join my colleagues today in extending to her our best wishes, our prayers, and our great thanks for the service she has provided to this institution.

EMPLOYMENT, TRAINING, AND
LITERACY ENHANCEMENT ACT
OF 1997

SPEECH OF

HON. JACK QUINN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, May 16, 1997

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1385) to consolidate, coordinate, and improve employment, training, literacy, and vocational rehabilitation programs in the United States, and for other purposes:

Mr. QUINN. Mr. Chairman, I rise today in support of my colleague, Mr. OWENS' amendment to H.R. 1385. I have always been a strong supporter of the Summer Youth Employment Program and believe that it should not be eliminated.

The Employment, Training and Literacy Enhancement Act of 1997 does not include a provision which would continue the excellent work achieved by the many at-risk youths who take full advantage of the opportunities provided by the Summer Youth Employment Program.

Summer Youth Employment provides millions of low-income youth their first vital lesson in the work ethic. Young people are reached at a critical time in their lives, helping them stay in school and graduate. In many ways, SYEP has proven to be an anticrime program by affording youths the opportunity to become productive citizens and staying off the streets of depressed areas.

This program has faced significant reductions in resources over the years. And if we do not make the program a top priority, I am afraid that it will simply be forgotten through H.R. 1385 in its current form.

I strongly encourage my colleagues to vote for Mr. OWENS' amendment which would preserve this very important program.

AMENDMENT TO BUDGET RESOLUTION TO SAVE AMERICA'S SURFACE TRANSPORTATION PROGRAMS

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, May 19, 1997

Mr. SHUSTER. Mr. Speaker, I want to bring to the attention of my colleagues a matter of urgency regarding the budget resolution we will be asked to approve tomorrow and its potential impact on surface transportation infrastructure, pending ISTEA reauthorization, and the trust of the American people in the transportation trust funds.

While the budget resolution is a major step toward balancing the Federal budget and curbing runaway spending, it contains a major flaw: it would provide woefully inadequate funding for highways and transit programs that are so vital to American jobs and the economy even though Americans are already paying for those programs at the gas pump.

During consideration of the budget resolution, I and ranking Democrat on the Transportation and Infrastructure Committee JIM OBERSTAR, joined by Chairman TOM PETRI of the Surface Transportation Subcommittee and subcommittee ranking Democrat NICK RAHALL, will offer a bipartisan perfecting amendment. The details on this amendment follow, but the key point is that it is fully consistent with the goal of a balanced budget by fiscal year 2002 and it would be paid for by a just-over-one-third-percent reduction in domestic discretionary spending and tax cuts currently contemplated in the budget resolution. I am also providing an estimate of spending levels by budget function that would result from our amendment.

Mr. Speaker, our amendment reflects a modest, yet essential commitment to the Nation's surface transportation system. It is es-

entially the first step we will be taking in reauthorizing ISTEA. It will not, however, be our last major step in putting the "trust" back into the four transportation trust funds.

I urge my colleagues to join us in supporting the modest, reasonable amendment.

BIPARTISAN AMENDMENT TO THE BUDGET RESOLUTION BY THE LEADERSHIP OF THE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE

THE PROBLEM

The budget deal is a bad deal for transportation. The Budget Agreement developed by the Administration and the Congressional Leadership continues the dishonest practice of using transportation trust fund revenues to mask deficit spending elsewhere in the budget. It also provides woefully inadequate funding levels for aging transportation infrastructure.

Trust Fund balances would skyrocket. Supporters of the balanced budget agreement say that their budget is good for transportation, but the fact is that highway and transit programs would be underfunded by about \$13 billion below the amount of revenue that will accrue to the trust fund! This means that the \$24 billion balance that has been allowed to accumulate in the Highway Trust Fund will soar to \$37 billion (or over 55%) by the year 2002. Furthermore, the balances in the 4 transportation trust funds will skyrocket from \$33 billion to \$65 billion during that period.

The will of the House is ignored. The agreement also fails to reflect the will of the House on the subject of taking the transportation trust funds off budget and freeing up their revenues to be used for their intended (and promised) purpose. In the 104th Congress, legislation to accomplish this passed the House overwhelmingly, by a vote of 284-143. Building on this mandate, in the 105th Congress, H.R. 4, the "Truth in Budgeting Act" already has 239 cosponsors.

THE SOLUTION

An honest, fair, balanced budget. Chairman Shuster and Ranking Democratic Member Oberstar, Subcommittee Chairman Petri and Subcommittee Ranking Member Rahall will offer an amendment to the budget resolution when considered on the House floor to begin correcting the long-standing misuse of Highway Trust Fund moneys. The amendment—

Will be fully consistent with achieving a balanced budget by making modest, perfecting adjustments to the Budget Agreement.

Will address future highway/transit balances honestly, restoring "trust" to the Highway Trust Fund.

Will provide adequate funding to address the most pressing surface transportation crisis.

Modest proposal. The Shuster-Oberstar-Petri-Rahall amendment will only prevent growth in Trust Fund balances in the future. It will not draw down the \$24 billion balance that has already accumulated and it will not spend the existing 4.3 cents-per-gallon gas tax that was created for deficit reduction.

THE AMENDMENT

Here's what the amendment does

Increases Highway Trust Fund spending so that outlays during the 5-year period of the Budget Resolution equal revenues into the fund during the same period.

Outlays would be increased by a total of \$12 billion above Budget Resolution assumptions—from \$125 billion over the 5-year period to \$137 billion.

Spending in FY 1998 would be the same as the Budget Resolution assumption; increases would be phased-in from FY 1999 to FY 2002.

Since outlays equal revenues over the period, trust fund balances will remain stable.